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MAY 15 2017

VILLAGE OF WELLINGTON  
PLANNING AND ZONING DIVISION

May 11, 2017

**Department of Engineering  
and Public Works**

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Dave Flinchum  
Planning & Zoning Manager  
Village of Wellington  
12300 W Forest Hill Boulevard  
Wellington, FL 33414

**RE: International Polo Club  
Project #: 160901  
Traffic Analysis to Support Rezoning**

Mr. Flinchum:

McMahon Associates, on behalf of Palm Beach County Traffic Division, has reviewed the **International Polo Club** Traffic Analysis to Support Rezoning prepared by Via Planning, Inc, dated April 11, 2017, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County Unified Land Development Code (ULDC). The project is summarized as follows:

<b>Municipality:</b>	Village of Wellington
<b>Location:</b>	Southwest corner of 120 <sup>th</sup> Avenue S. and 35 <sup>th</sup> Street S. Intersection
<b>PCN #:</b>	73-41-44-22-00-000-5020; 73-41-44-22-00-000-5030
<b>Access:</b>	Unsignalized intersection on 120 <sup>th</sup> Avenue S. via 35 <sup>th</sup> Street S. and another full access 500' south of 35 <sup>th</sup> Street S. on 120 <sup>th</sup> Avenue S.
<b>Existing Uses:</b>	6,918 SF of Clubhouse; 3,830 SF of Restaurant/Club; 2,400 SF of Viewing Pavilion; 2,800 SF of BBQ Pavilion; 11,088 of Banquet Facility; 2 Tennis Courts
<b>Proposed Uses:</b>	72 DU of Condo; 100 room Hotel; 8,000 SF of General Commercial; 5,000 SF of Show Office; 200 stalls of Barns/Stables; 500 Daily Event Spectators; 20 Event Staff/Officials; 20 Vendors/Staff
<b>Net New Daily Trips:</b>	2,459
<b>Net New Peak Hour Trips:</b>	244 (185/59) AM and 262 (74/188) PM
<b>Build-out:</b>	December 31, 2022

Based on the review, it has been determined the proposed development at this time does not meet the Traffic Performance Standards of Palm Beach County.

We offer the following comments:

1. Please clarify what are the proposed facility enhancements.
2. Per Village of Wellington Comment #7, the project distribution was to be revised to the previously submitted distribution. The project distribution still has discrepancies between the most recently submitted study and the previously approved distribution. Please revise accordingly.
3. Per Village of Wellington Comment #4, condo internalization of 78 percent in the PM was too high. Response proposed 60 percent internalization in the PM, but was not changed. Please revise and/or coordinate with the Village of Wellington.
4. Greenbriar Boulevard from Aero Club Drive to Wellington Trace is a class I roadway. Please revise.
5. South Shore Boulevard from Greenview Shores Boulevard to Pierson Road is a class II roadway. Please revise.



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6. Please provide supporting information used to determine LOS D/E thresholds. TPS link volume reports and ULDC **Table 12.B.2.C-1 1A** and **Table 12.B.2.C-4 2A** should be used to determine LOS thresholds. The number of signalized intersections per mile on a link should be verified to assist in determining the class of a roadway to ascertain the correct LOS threshold.
7. The analysis does not appear to follow TPS methodology. Please see ULDC 12.B.2 for requirements, specifically regarding Test 1-Part 1 – Intersections for determining which intersections are analyzed.
8. A separate Test 2 analysis should be performed to separate LOS D and E thresholds and significance requirements. The higher volume between the segments on a link should be used. Please revise.
9. Committed Developments for Lake Worth Road from South Shore Boulevard to 120<sup>th</sup> Avenue South are incorrect in the Volume Development sheets (AM and PM).
10. Committed Developments for Wellington Preserve are incorrect in the Volume Development sheets (AM and PM). Trips should be the highest total in each direction along the respective links. Please revise.
11. Please include TPS link volume reports for Stribling Way from SR 7 to Lyons Road. A proportionate share was recommended for dual northbound left turns at SR 7/Stribling Way, a proportionate share analysis will need to be performed at this intersection. Costs for signal modifications, if necessary, should be included. All costs should be determined through coordination with Roadway Production.

If you have any questions regarding this determination, please contact Ms. Natalia Lercari, P.E., LEED Green Associate at 561-840-8650 x 4105, [nlercari@mcmahonassociates.com](mailto:nlercari@mcmahonassociates.com) or me at (561) 684-4030, [Qbari@pbccgov.org](mailto:Qbari@pbccgov.org).

Sincerely,

Quazi Bari, P.E.  
Senior Professional Engineer  
Traffic Division

QB:McMahon:bc

cc: Addressee

Thuha Nguyen Lew, P.E., – Via Planning, Inc.

Natalia Lercari, P.E., LEED Green Associates – McMahon Associates, Inc.

Steve Bohovsky - Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review

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